

WEBSTER'S  
DICTIONARY.  
SIX DOLLARS ONLY.  
The Hongkong Telegraph,  
Office.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.

Sole Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD. LONDON.  
DODWELL, CARLILL & Co.,  
General Agents.

NEW SERIES No. 881.

日十三月三年四十二緒光

WEDNESDAY, APRIL 20, 1898.

三拜禮

號十二月四英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1885

SUBSCRIBED CAPITAL ..... Yen 12,000,000  
PAID-UP CAPITAL ..... 9,000,000  
RESERVE FUND ..... 6,662,000

Head Office: YOKOHAMA.

Branches and Agencies.

Kobe NEW YORK  
London Lyons  
San Francisco Honolulu  
Bombay Shanghai

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS: HANSEN, LD.  
THE UNION BANK OF LONDON, LD.

HONGKONG: HONGKONG & SHANGHAI  
BANKING CORPORATION.  
On Current Account at the rate of 2 per cent.  
On fixed deposits for 12 months at 5 per cent.

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## Intimations.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS  
NAGASAKI &c. Brindisi C. H. Watkins, R.N.R. About 21st April Freight only.  
JAPAN &c. Malacca E. R. Dowell, R.N.R. About 28th April Freight or Passage.  
SHANGHAI &c. Bengal L. M. Wilmer, R.N.R. About 19th April Freight or Passage.  
LONDON &c. Verona C. H. S. Torg, R.N.R. Noon, 30th April Freight or Passage.  
JAP. N. Rosetta E. P. Bishop Daylight, 1st May Freight or Passage.  
LONDON &c. Manila R. L. Haddock, R.N.R. About 5th May Freight or Passage.  
LONDON &c. Formosa A. G. Cubitt, R.N.R. About 12th May Freight or Passage.

(Passing through the Inland Sea).

(See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.



### SAINT RAPHAEL WINE.

#### A STRENGTHENING, DIGESTIVE TONIC WINE.

Prescribed for Bronchitis, Malaria, and during convalescence.

CALDBECK, MACGREGOR & Co.,  
Sole Agents.

## CURRY

AT THE HONGKONG HOTEL.

### CALIFORNIA HOCK & RIESLING.

1 doz. qts. .... \$6.00  
1 doz. pts. .... 3.50

GENUINE GRAPE WINES, EXCELLENT VALUE.

### H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS,  
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 14th April, 1898.

### THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and  
supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all  
Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897.

### W. POWELL & CO.

Ex. S.S. CANTON.

OUR SUMMER STOCK

OF

### ART MUSLINS AND LACE CURTAINS.

SOME VERY PRETTY SPECIALITIES.

## Intimations.

### UNITED ASBESTOS ORIENTAL AGENCY LIMITED.

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS.

### UNITED ASBESTOS COMPANY, LIMITED, LONDON.

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS AND PACKINGS.

HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER.

DODWELL CARLILL & Co., General Agents.

### PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION.  
Commanding Magnificent View of the City and Harbour, the Mainland of China, and  
numerous Islands. Cool southerly breezes in Summer, with perfect protection against the North-  
East winds in winter.

Well appointed rooms, attentive service and excellent Cuisine.

J. MARCESSE, Chef de Cuisine.

CRAIG EBURN will be open on June 1st for terms apply to

CITY OFFICE, No. 7, Duddell Street.

### THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE

MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the new well-known JAPANESE TABLE WATER

TAN SAN.

FLETCHER & CO.  
and  
CARMICHAEL & CO.

### W. BREWER & CO.

JUST LANDED.

NEW AND LARGE STOCK OF LADIES' AND GENTLEMEN'S

### BOOTS AND SHOES

BEST ENGLISH MAKE.

Queen's Road,  
Hongkong, 10th February, 1898.

### CHAMPAGNE.

G. H. MUMF & Co. .... 3 doz. quarts. 3 doz. plates.

DEWAR'S "IMPERIAL INSTITUTE" ..... 1 doz. bottle.

MCREADE'S "SPECIALLY SELECTED" ..... 10.50

PORT WINE. .... 1 doz. bottle.

GUEDES "3 GRAPE" BRAND ..... 24.00

SHAW, TOMES & Co.,  
Agents.

Praya Central.

### A STARTLER!!

#### LIFE AND STRENGTH

IN EVERY DROP.  
Yet nothing intoxicating or harmful. Good, and good only.  
Power and suppleness for the Muscles, smooth and richness for the Blood, steadiness for the  
Nerves, and clearness for the Head, follow the use of

### CHAMPAGNE BITTERS.

It seems to contain those subtle principles of VITALITY which elude analysis. Under its  
influence the HEART beats strongly and regularly, the Fancy plays more freely, the  
Mind is active and acute, and the capacity for Work and  
Enjoyment increases.

THIS RARE TONIC-STIMULANT ABATES PAIN, BANISHES FATIGUE,  
AND HASTENS CONVALESCENCE.

Splendid for the Aged and for Chronic Invalids.

### CHAMPAGNE BITTERS.

WATKINS & CO. Apothecaries Hall.

### THE PUNJOM MINING CO. LIMITED, (IN LIQUIDATION).

NOTICE TO HOLDERS OF  
"PREFERENCE SHARES."

THE ACCUMULATED DIVIDEND from  
1st October, 1895, to 15th November,  
1897, on two

"PREFERENCE CAPITAL"

of the above Company (in liquidation) has this

Day been declared and will be PAYABLE at the

HONGKONG AND SHANGHAI BANKING COR-

PORATION on and after WEDNESDAY, the

13th April, 1898, and those Shareholders whose

names appeared on the "Register" on the 15th

NOVEMBER, 1897, are hereby requested to

apply for DIVIDEND WARRANTS to the

Liquidator at his Office, No. 9, Praya Cen-

tral, Hongkong, as no Dividend Warrants will

be sent out.

JAMES B. DUNCAN,  
Liquidator of  
Punjom Mining Co., Limited.

Hongkong, 12th April, 1898.

GREAT EASTERN AND CALEDONIAN  
GOLD MINING CO., LIMITED.

NOTICE is hereby given that a CALL of \$1

per Share has been made in respect of

the Shares in the above-named Company, not

fully paid up and that such call is PAYABLE

on the 2nd May next, to the Company's Bank-

ers, THE HONGKONG AND SHANGHAI BANK-

ING CORPORATION, Hongkong.

LUTGENS, EINSTAMANN & Co.,  
General Agents.

Hongkong, 31st March, 1898.

### DEVONIAN SOCIETY, HONGKONG.

THE ANNUAL DINNER of the above

SOCIETY will be held at the HONGKONG

CLUB on SATURDAY, the 23rd April.

Devonians desirous of joining the Society

to apply to the Undersecretary.

R. K. LEIGH,  
Hon. Secretary.

Hongkong, 14th April, 1898.

### HONGKONG CLUB.

NOTICE.

APPLICATIONS for the post of

STEWARDS for the above CLUB will be

received by the Undersecretary.

C. H. GRACE,  
Secretary.

Hongkong, 31st March, 1898.

### WANTED.

AN ASSISTANT ELECTRICAL ENGI-

NEER Apply by letter, giving references

and Copies of testimonials.

TO THE MANAGER,

Hongkong Electric Co., Ltd.

Hongkong, 6th March, 1898.

THE KOWLOON HOTEL is now refitted

and reopened as a thoroughly HIGH-

CLASS HOTEL, with everything of the very

best, Splendid Suburban Situation, Unrivalled in

the Colony. Cuisine a Specialty; none to

compare. Liquors of carefully-selected quality.

Billiard-tables and Bowling-alloys excellent.

J. W. OSBORNE,  
Proprietor.

April 2nd, 1898.

## Auctions.

### GOVERNMENT NOTIFICATION. No. 163.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot, on

MONDAY,

the 25th day of April, 1898, at 3 P.M., are

published for general information.

By Command,  
T. SERCOMBE SMITH,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 18th April, 1898.

Particulars and Conditions of the letting by







## THE RUSSIAN MENACE IN CHINA.

(Continued.)

CHAPTER V.

(Specially written for the Hongkong Telegraph.)

In South-Eastern Europe, it is well-known that for many years past Russia has coveted the possession of Constantinople and when we consider her geographical position we cannot be surprised at it. If we ourselves were shut in as Russia is and unable to send a single warship through the Dardanelles without the permission of another Power we should all of us be able to get such a state of things altered in our favour and it is only natural that Russia should do the same.

It seems to us that provided we obtain suitable compensation for our complaisance, we might agree to Russia's endeavouring to get possession of Constantinople whenever she feels herself strong enough to make the attempt. Many people will say that if she obtains possession of it she would at once so fortify the straits as to make them virtually impassable for hostile ships and that it would constitute a serious menace to our position in the Mediterranean. To this we would reply that it is highly probable that Russia would endeavour to make herself as secure as possible in her new possession and that she would be very foolish if she did not. But to talk of the Russian possession of Constantinople as in itself constituting a menace to us in the Mediterranean, is to totally misunderstand the position. The conquest of Constantinople into the first class naval and fortress and naval port, would not of itself create any difference whatever to our position in the Mediterranean.

It will be said that, in the event of war Russia could suddenly send her Black Sea fleet into the Mediterranean to assist France, for example. So she would add moreover she would probably do the same thing if war broke out to-morrow, without the possession of Constantinople, for she would probably have an understanding with Turkey to this effect, or else do without it and send her fleet through in defiance of the Turks, who would not be likely to go to war with Russia in consequence and would therefore content themselves with a protest.

If, however, we had a fleet in the Mediterranean superior to the French and Russian fleets combined, the entry of the Russians into the Mediterranean would not matter to us as it would meet our superior fleet there and would be attacked and defeated before it could effect a junction with the French. But even if the French and Russians joined forces, as long as our Mediterranean Squadron was superior to that of our combined enemies, they would not be able to attack and destroy the fleet in the Mediterranean and would therefore become virtually a British lake and would be perfectly secure for our own ships and those of our friends, while it would be interdicted to our enemies.

Some critics may object that it is possible that we might break out suddenly, when our Mediterranean Squadron was inferior in strength to the combined French and Russians, and would be able to be attacked and defeated before reinforcements could reach it. To this objection we would reply that it is precisely the position at the present time, before Russia has obtained Constantinople and that is the reason why, of recent years, our Channel Squadron has been sent to cruise along the coast of Spain and Portugal and in the neighbourhood of Gibraltar, so that these would not be altered in any way. We admit that a certain amount of risk is involved by such a distribution and the Admiralty would do well to see that our Mediterranean Squadron is always superior in strength to that of the next two strongest naval powers in the world. At present, we believe the reason that it is not so is purely of a tactical nature, the fear of offending "foreign susceptibilities" and partly because the resources of the Malta dockyard are not sufficient to meet the requirements of so large a fleet.

So far as "foreign susceptibilities" go, we would boldly disregard them and do what we consider best in order to safeguard our own rights, for foreigners have never been particularly considerate of our "susceptibilities" and there is no reason why we should be of theirs.

As regards the inadequacy of the resources of Malta, it is understood that the dockyard there is being strengthened materially, while in a few years Gibraltar will supplement it, so that very soon there will be no reason whatever why our Mediterranean Squadron should not be superior in strength to those of any two possible antagonists in those waters.

In return for our undertaking not to oppose the Russian acquisition of Constantinople, we might very well require Russia, in the first place, to recognise our Protectorate, or annexation of Egypt and secondly not to oppose our endeavours to obtain one of the islands of the Greek Archipelago—either Lemnos or Mytilene, or whatever island our naval strategists consider most suitable for the purposes of a naval station, which we should fortify strongly and which would form an admirable station from which our ships could watch the entrance of the Dardanelles. It should be well stocked with coal and other supplies for our fleet and in such a case we could afford to view the Russian possession of Constantinople with indifference.

Alexandria also should be converted into a naval station, a fortified harbour and well equipped with docks, every facility for the repair and refit of our ships. Then with Gibraltar, Malta and Alexandria thoroughly well equipped as dockyards and Lemnos or Mytilene as a fortified anchorage and coal depot in the immediate vicinity of the Dardanelles, we should hold an incomparable advantage over any other Power.

Russia would probably build ships at Constantinople, but so long as we build more ships than the next two strongest naval Powers in Europe, it would not affect us in the least. Whether we understand with Russia could be arrived at on some such terms as we have here sketched in outline we do not know, but it is at least worth while making the attempt and if it succeeded, we believe that it would do more to safeguard our manifold interests, all the world over than any other combination. If it did not succeed, then we might fall back on the Triple Alliance of Germany, Austria, and Italy, which would not doubt gladly welcome our cooperation.

Whatever we do, however, should be done quickly, for we consider that our old policy of isolation is most dangerous, exposes us to the risk of a powerful combination against us and should therefore be abandoned without delay.

Finally we should remark that while we have a number of delicate questions awaiting settlement with France in West Africa, Egypt, Newfoundland, Madagascar and other places, and have still to contend with German intrigues in the Transvaal where President Kruger is again showing his desire to throw off our suzerainty, we have now no serious questions pending with Russia, except her advance in China, which is undoubtedly a source of great danger to us, both commercially and politically, unless we either make a complete understanding with her, or else make a powerful combination against her, or, as a subsidiary ally, France, strong enough to prevail against them both, not only in the Far East, but all over the world. Therefore, an understanding with Russia would seem to be the best policy to pursue.

out advantage to us. We hope our rulers will arrange some such combination, without loss of time, for we have conclusively shown that our present policy of isolation is fraught with grave peril to us and we are too long in making up our minds as to what shall take its place, we shall find that we are too late and that no more can be added to the long list of neglected opportunities.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## MORE FILTH!

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—I have just returned from a short tour in the province of Kiangsu and got through several copies of your popular journal. In one of them I find a leading article based upon the complaint of a resident of Ladder Street or its immediate vicinity. I know the district mentioned and can fully and heartily endorse his statements concerning the houses in Bridges Street and the revolting filth that has accumulated at the foot of Mr. Chai's garden. The one-story houses in Bridges Street are a disgrace to the Colony. They were a hot-bed of plague in 1894 and should be destroyed, preferably by fire.

You are, I see, doing good work in showing up the carelessness of the unscrupulous tenants of the Sanitary Board, by publishing the evidence obtained by your reporters of the indescribably filthy condition of the "Lancaster Terrace" of D'Aguiar and Wellington Streets and Queen's Road Central. It is to be hoped that your sharp-eyed and keen-scented "pencilers" will go right ahead on this lay and not rest until the disgraceful condition of the Colony is thoroughly exposed. It may be unpleasant news for property-owners, but the truth should be told. One could have thought the shocking state of affairs revealed in the course of the 1894 epidemic would have been carefully guarded against in the future, but as the Sanitary Board has "slept" on it, has made a great deal of talk and fuss, and done just enough to fill certain classes into a sense of security that was neither justified by circumstances or facts—has, in fact, put the public off its guard—it is indeed to be fervently hoped that you will continue to lay bare before the whole world the mischief that the Board by its carelessness has caused and in defiance of the general public and for the protection of our vast shipping trade, a growing commerce, a growing town, and a growing colony, the Sanitary Board should be brought to life by the "dry bones" of the Ratsayers' Association. It is abundantly clear that the Ratsayers are in need of some means of being heard through their own representatives and that concerted efforts should be put forth to keep a check on the acts and the slothfulness of Sir W. Robinson's very own Sanitary Board. The Ratsayers' Association could invite small subscriptions from among its members and with the fund thus raised employ inspectors whose duty it would be to wander about the slums of the city and report to a Watch Committee. The Committee could make urgent representations to the Government and publish in the local papers reports of its meetings, its correspondence and its reports. In this way the public could be regularly informed of the actual state of affairs and the check thus kept on the Board would probably have a beneficial effect. No municipal council could be worse than the present Sanitary Board, neither could a Ratsayers' Association do less than it has in the matter of keeping an eye on the slums of this overcrowded city. If you would now send a reporter to the lower part of Sling Street, off Sling Street, close to W. T. W. and near Queen's College, he would see an accumulation of disgusting rubbish that has been lying there for the past 24 hours, showing that the street has not been swept for that period at least. There are other filthy places in the vicinity, in the upper part of Aberdeen Street, Ladder Street and the approaches to Tai Ping Shan via Sling Street and Bridge Street. If the authorities won't clean the Street the ratsayers will have to buy carts and engage scavengers. Would it be asking too much to suggest that the Acting Governor take a trip through the slums? He would see much that would interest him and he would then know a good deal.

Yours faithfully,

O. D. RESIDENT.

Hongkong, 19th April, 1898.

## THE RUSSIAN DEMANDS FROM CHINA.

Mr. A. R. Colquhoun, who is well-known as an authority on Far Eastern questions, writes to *The Times*—  
If practical confirmation of the views advanced in my paper recently read at the Royal United Service Institution were wanting the news from China published by *The Times* during the last few days would amply supply it. Although there has been no official information of any "hot line" protest a plain transaction between men of business and the Chinese Government has been reported as an injury for which Russia demands compensation in the shape of an enormous territory, and France threatens to follow suit; and thus the loan just completed by Anglo-German bankers is made to serve a useful purpose in the plans of those Powers. It will be remembered that the two Powers frustrated the first British loan, in 1895, compelling China to accept the money from France and Russia, and thus thereby establishing the position of the latter Powers as creditors and mortgagees of China. Again, when the British Government recently agreed, on very lenient terms, to guarantee China, Russia simply vetoed the transaction and left it to France. Surely the blindest and most unscrupulous cannot misconstrue these simple facts, on which no comment is needed. And now comes the demand for Port Arthur and Tientsin as a "railway" rights as in the case of the Manchurian railway.  
We seem to be greedily swallowing "assurances" from the Chinese Government, from Russia, from Germany, and I must add, with regret, from our own Government. There has been a disposition throughout to play the advocate of Russia in this question, and our Government has been thus "information" or there have been "assurances" "Boothill" or "at any price seems to be the motto."  
Against the rebels we have encountered we have to face certain concessions from China, which have been hailed as triumphs of diplomacy. But the reality of these, even under the old normal conditions, could not be taken for granted until got to the point. A port in the North and popular central province of Honan has been promised to be opened to trade in two years, the delay being necessary, it is said, on account of the turbulent and anti-foreign feeling of the inhabitants. Past experience warns us that such delays for such reasons in China lead to increasing hostility, so that as the end of the period of forbearance nears the further delay is more cogent than at the beginning.  
Again, the opening of all the waterways in Chinese territory to navigation by steam makes no great advance in Chinese liberal progress that until the privilege has been found in practice to be a reality it would be hazardous to build upon no revolutionary measure being put into actual operation. In this connection it is useful to bear in mind the opening of the Yangtze River.

As for the undertaking on the part of China not to alienate any of her central zone—the Yangtze region—it is well, as you pointed out, to bear in mind that France and Russia indeed the Chinese to violate the convention which regulated the Boundary frontier. What guarantee have we that the new undertaking will fare any better?

But if in former days the validity of such undertakings would have been questionable, what about their value to-day, with the Russo-French combination actively at work? Unless we forcibly resume our superior influence at Peking such undertakings must prove worthless. We shall be squeezed out bit by bit.

Until we know what reciprocal obligations have been undertaken by her Majesty's Government for the preservation of the territory in the Yangtze region, which has been secured by a fixed policy, and above all, what the fundamental intentions of our Government really are with respect to the whole question of China, it is impossible to determine whether the agreement will prove a boon or a burden, to this country, whether it will help or hinder the dissolution of the Chinese Empire.

As regards Port Arthur, I maintain (1) that it is the key to Northern China; (2) it is purely a war port, having no *raison d'être* as a trading terminus; (3) it is in perfect preservation, only requiring cannon and armament; (4) there is no reason why Russia should go there, except that it is a fortress with a dock, and can be at once made the Gibraltar of the Far East. I have visited Port Arthur twice—in 1885 as your Special Correspondent and again last year—and I can speak to the fact that the forts and dock were not destroyed by the Japanese, as has been asserted in this country, but on the contrary are in good preservation and were being further restored by the Chinese. Russia can find "ice-free" ports on the Pacific coast. Why then should she covet Port Arthur except as a strategic place to control the North China Sea, Peking and China? The country should insist on Russia being sworn off Port Arthur.

Would it not be more to the purpose if less stress were laid upon the question whether "pretensions" have been "advanced" or "claims" formulated, as we seem to do, and more upon facts accomplished and in process of accomplishment? The admirable account of the Trans-Manchurian Railway given by your own well-informed Correspondent at Peking, commented on in your leader to-day, is more convincing than a thousand "assurances," written or unwritten. I maintain that, as stated in my recent lecture at the Royal United Service Institution, Russia, in all her late and proposed obtaining Korea and Manchuria, with an immense length of littoral and not one ice-free port on the Pacific, but as many "ice-free" ports as she may desire there in the Gulf of Pechili. More that, she is dominating China at the moment, and will continue to do so until China, supported effectively by us, can assert herself. Let us recognise these patent facts as the basis of any action on our part.

As regards the application of the "equal trade" doctrine, it is advisable that the country should realise the fact that, though at present the distant possessions of foreign Powers are held under a system of "protection," this time Russia, at least, will be independent of our sea power if she is now allowed to occupy Port Arthur and the Liao-tung peninsula.

It is well to note that the Trans-Siberian Railway was opened to Kankai last October, a distance of 4,343 versts, or about 2,880 miles; and a further section of 350 miles will be opened to Irkutsk this autumn. Thence to Vladivostok, or some other point on the Pacific, will be about 1,600 miles. The rate of building has been recently about 450 miles yearly. This physical difficulty will be encountered east of Irkutsk. The works can be pushed on from both ends, and the main line to the Pacific will, it is expected, be completed within four years' time. The Southern Manchurian line (to Port Arthur) could be completed within six years' time.

March 11. A. R. COLQUHOUN.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship the Chief Justice Sir J. W. Carrington, Kt., C.M.G.)

Wednesday, April 20.

## HANDSON V. BELLIOS.

In this suit, E. A. Handson, assistant in the firm of Messrs. E. D. Sassoon & Co., was the plaintiff, and the Hon. E. R. Bellios the defendant. The plaintiff claimed from the defendant an indemnity in respect of certain calls in the late "China, Japan, and Straits Settlements Banking Company, Limited" which on the date of the trial were being made by the company in the name of the plaintiff and on the same date were held and owned by defendant.

Mr. J. J. Francis, Q.C. (instructed by Mr. Brutton) appeared for the plaintiff and Mr. E. Robinson (instructed by Mr. J. Hastings) appeared for the defendant.  
Mr. M. H. Michael was again placed in the box. He had formerly been book-keeper in the firm of Bellios & Co. and Mr. Francis examined him in detail as to entries in the books produced. He was particularly anxious regarding the marginal account as they affected Mr. Coxon. In answer to Mr. Robinson's witness said he was born and brought up in Bagdad, in Turkey and Asia and there he learnt English. He was 37 years of age and had learnt his business since 18 years of age in business houses in Bombay. He was generally engaged as clerk; he commenced book-keeping between 18 and 20 years of age. He was last engaged in the F. & O. Company in Bombay in the capacity of book-keeper and left in 1883. Keeping books in the cashier's department was his duty. Then he came to Shanghai as book-keeper for a company. He was an assistant and kept day books and ledgers. Then he came to Hongkong and joined the company's branch here in 1890. Next he joined Bellios & Co. and continued with them till the end of March, 1894. Since then he had become a share and general broker, assisting his uncle. In his own country at elementary schools he had studied book-keeping, and also from books, Bellios had his practical experience. He had then done as an assistant cashier and had the whole charge of the books himself. Counsel then took witness back to the accounts on which Mr. Francis had examined him. In making up the syndicate accounts after the death of Mr. Elias in 1892 witness acted under instructions. He took general instructions and made the entries in his own particular way as book-keepers generally do. Mr. Bellios gave the instructions and the clerks made the entries, which he (Mr. Bellios) afterwards examined. Practically he trusted to the general competency of his staff. Counsel then took witness over a number of entries in the books and said that several of them were a mystery to him as he had been told by Mr. Elias to open an account for Coxon and Layton. This was a marginal account and he headed the subsequent entries so as to follow suit after the first. It was Mr. Elias who gave witness instructions regarding this account. Counsel pressed witness why, as a party, he had not signed the account. He alleged to have been induced by him, was not entered until Oct. 31st, 1892, when the

showed the transaction to have been made on September 9th, 1891. The entry, witness said, was in his handwriting but he could not explain it. It did not at all show careless book-keeping. After the witness had been further examined by Mr. Robinson and cross-examined by Mr. Francis the case was adjourned till to-morrow morning.

## NOTANDA.

## CALENDAR.

APRIL.  
Meteorological means based on ten years' observations to 1893.

Barometer ..... 29.958  
Thermometer ..... 56.7  
Humidity ..... 86.0  
Rainfall ..... 7.53

## TO-DAY.

WEATHER REPORT.  
On date at 4 P.M.  
Barometer ..... 29.93  
Thermometer ..... 55  
Humidity ..... 78  
Rainfall ..... 0.00

## TO-DAY.

Wednesday, 20th April, 1898.

Chinese—80th of 3rd moon of 24th year of Kwoon-si.

Jewish—28th Nisan, 5658.

Mohammedan—28th Duhaada, 1215.

Sun—Rises ..... 5hr. 15min.

Sets ..... 5hr. 18min.

High water—Morning ..... 5hr. 31min.

Low water—Morning ..... 5hr. 17min.

Afternoon ..... 5hr. 17min.

## ANNIVERSARIES.

1808—Napoleon III. born.

1891—The s.s. *Lophy* lost off Tonkin with 32 lives.

1896—Armed gang robbery at Kowloon City.

1897—An address presented to Sir Claude Macdonald by the Hongkong Branch of the China Association.

## TO-MORROW.

Thursday, 21st April, 1898.

Chinese—1st of 4th moon of 24th year of Kwoon-si.

Jewish—29th Nisan, 5658.

Mohammedan—29th Duhaada, 1215.

Sun—Rises ..... 5hr. 15min.

Sets ..... 5hr. 18min.

High water—Morning ..... 5hr. 31min.

Low water—Morning ..... 5hr. 17min.

Afternoon ..... 5hr. 17min.

## ANNIVERSARIES.

1841—The Duke of Sussex, the Queen's uncle, died.

1850—Chusan occupied by the British fleet.

1852—About 100 prisoners escaped from the prison built off Stonecutters' Island.

1859—H.M.S. *Salomons* returned to Hongkong from the Pacific.

1877—Toroed exploded at Tientsin; six men blown to pieces; narrow escape of Li Hong-chang.

1897—Typhoon bombarded by the Turks.

## SHIPPING AND MAIL NEWS.

## MAILS DUE:

American (*China*) 22nd inst.

Australian (*Outward*) 22nd inst.

French (*Laos*) 23rd inst.

Indian (*Katanga*) 25th inst.

American (*Victoria*) 26th inst.

Tacoma (*Victoria*) 26th inst.

American (*Pera*) 26th inst.

The Pacific Mail steamer *Asia* left San Francisco for this port via Yokohama, Kobe and Nagasaki, on the 19th inst.

The steamer *Venus* which left hence March 15th for San Francisco via Nagasaki, Kobe and Yokohama, arrived at her destination on the 18th inst.

## SHIPPING RETURNS.

From 8 p.m. yesterday to 5 p.m. to-day:

Progress—Steamer, from Chioo

Elm—Steamer, from Hongkong

Mathilda—Steamer, from Hongkong

China—Steamer, from Hongkong

Empress of India—Steamer, from Hongkong

Morionath—Steamer, from Hongkong

Samuel Maru—Steamer, from Hongkong

Chitlagong—Steamer, from Hongkong

Canis—Steamer, from Hongkong

Aggregating 21,087 tons register.

## DEPARTURES.

Mills Maru—Steamer, for Singapore

Amalgamated—Steamer, for Saigon

Mathilda—Steamer, for Hongkong

China—Steamer, for Hongkong

Empress of India—Steamer, for Hongkong

Morionath—Steamer, for Hongkong

Samuel Maru—Steamer, for Hongkong

Chitlagong—Steamer, for Hongkong

Canis—Steamer, for Hongkong

Aggregating 1,708 tons register.

## HONGKONG AND WHAMPOA DOCK RETURNS.

Batavia—Steamer, at Kowloon Dock

R. Argus (H.G.M.S.) " "

Flotilla " "

Sabine Richmond " "

Indra Fort " "

Hongkong " "

Whitby " "

Coptic " "

Sunghang " "

## SWATOW.

Arrivals. from Agents.

Apr. 17 Tientsin " " B. & S.

18 Nanyang " " Hongkong " " M. & Co.

Apr. 18 Hainan " " Hongkong " " M. & Co.

18 Nanyang " " Hongkong " " M. & Co.

In Port—Tientsin.

## KOLACTICUM PILULES.

## THE GREAT REMEDY.

DISCOVERED recently by a physician in

Algeria, is absolutely the best remedy for

all NERVOUS AFFECTIONS (acquired or

constitutional) DISEASES OF THE LIVER,

KIDNEYS, & GENERAL PROSTRATION.

Kolacticum gives health, strength and energy

as no other preparation has ever been able to

do. Medical men recommend and use it

generally for its marvellous recuperative

power.

PRICE 3/6 POST FREE.

THE KOLACTICUM COMPANY,

14 Bow Lane,

CHANCERY,

LONDON E.C.

## Consignees.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, SUEZ, ADEN, KURRACHI, BOMBAY, COLOMBO, PENANG & SINGAPORE.

## THE Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo—  
From Trieste, ex S.S. *Imperatrice* transhipped at Bombay.  
From Venice, ex S.S. *Massimiliano* and *Carlotto* transhipped at Trieste.  
Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the 21st instant, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent.  
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 14th April, 1898. [1-w 457]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM KOBE.

## THE Steamship

"GISELA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before Noon on the 22nd instant, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.  
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 15th April, 1898. [1-w 499]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU	YOKOHAMA (DIRECT)	THURSDAY, 21st April, at 4 P.M.
*OMI MARU C. Young	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 25th April, at 4 P.M.
TAMBA MARU H. Barnes	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transit). plug Cargo for JAPAN PORTS. PENANG, COLOMBO and PORT SAID	THURSDAY, 28th April, at 4 P.M.
YAMASHIRO MARU J. Jones	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	FRIDAY, 29th April, at 4 P.M.

\*Connecting at KOBE with S.S. "RIOJUN MARU" sailing thence on 7th May for SEATTLE, U.S.A.  
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings &c., apply to the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 20th April, 1898.

A. S. MIHARA,  
Manager.

## THE WORLD RENOWNED

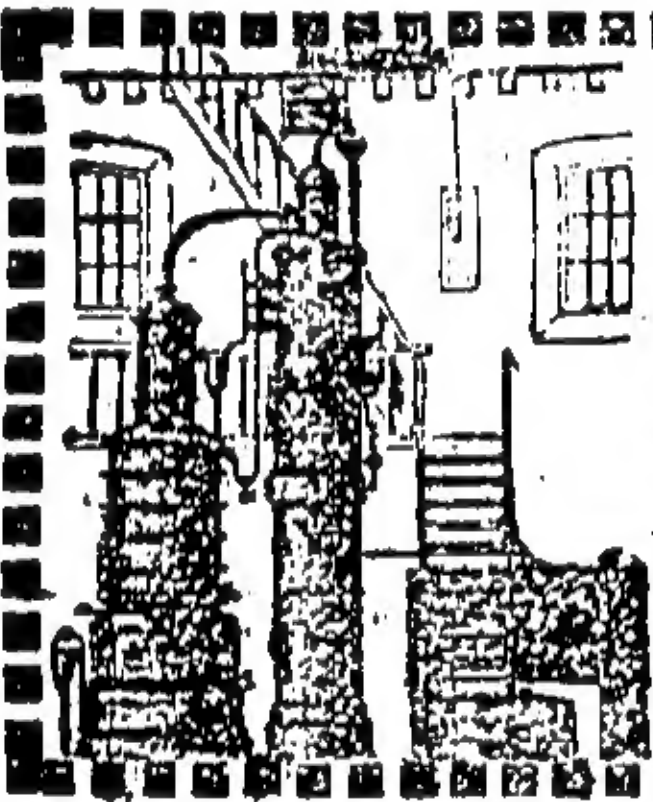
FRENCH CORSETS  
C. P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations  
Only genuine if Labelled and Stamped  
C. P. à la Sirene.

APPLY TO

M. OPPENHEIMER &amp; Co., PARIS



## SETTING UP OF DISTILLERIES

Rice — Corn — Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories — Preserves Factories

Laboratories of Druggists — Essences Factories

STEAM KITCHENS

EGROT &amp; GRANGE, ROGEMOIS, PARIS

Apply to Messrs. DODWELL, CARLILL &amp; Co., Hong Kong.

## WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

## Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in infancy or in old age. When a food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

## SERRAVALLO'S

FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OF

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its

great STRENGTH-GIVING PROPERTIES and that

the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON &amp; Co.

Hongkong, 1st September, 1896.

WORTH A GUINEA A BOX.

BEECHAM'S

PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS

SUCH AS

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH,

IMPAIRED DIGESTION,

DISORDERED LIVER,

AND FEMALE AFFECTIONS.

ANNUAL SALE—SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the

EMPIRE OF CHINA:—

WATKINS &amp; Co.,

APOTHECARIES' HALL, 65, Queen's Road Central,

HONGKONG.

DENTISTRY.

DR. SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 8, Queen's Road Central,

Hongkong, 9th February, 1898.

ANTI

CORROSIVES

ANTI

FOULINGS

MANUFACTORY

all sorts of

OIL PAINTS and COLOUR-WASH

PREPARED IN ALL COLOURS

TO SUIT PURCHASERS.

93, PRAYA EAST, WANCHAI.

Hongkong, 4th April, 1898.

F. CAZANOVE,

BORDEAUX.

GOLD MEDALS

Bordeaux, 1892. Paris, 1889.

LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

This LIQUOR is employed with

success to restore the FORCES

of the STOMACH and FACILITATES

the DIGESTION.

TONIC WINE

Of the Rev. Father A. KERMANN

MOKA-KINA of Dr. GÖLE

CREME-DE-MANDARINE.

AYURVEDIC ANISELLE SUPERFINE.

Apply to Messrs. DODWELL, CARLILL &amp; Co.,

Hongkong.

Agents for M. OPPENHEIMER &amp; Co., Paris.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW AMOY AND TAMSUI.  
THE Company's Steamship

"HAILONG."

Captain Robson, will be despatched for the above Ports TO-MORROW, the 21st instant, at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.

Hongkong, 20th April, 1898.

NAVIGAZIONE GENERALE ITALIANA,  
(FLORIO & RUBATINO UNITED COMPANIES).STEAM FOR  
SINGAPORE, PENANG AND BOMBAY.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

ALSO  
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship  
"LETIMBRO."

Captain B. H. W. will be despatched as above TO-MORROW, the 21st instant, at Noon.  
At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, 20th April, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"TEUCER."

Hongkong, 19th April, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"GLAUCUS."

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th April, 1898.

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND COPENHAGEN.  
THE Company's Steamship

"S'AM."

For Freight or Passage, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, 19th April, 1898.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship  
"GUTHRIE."

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 14th April, 1898.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"LENNOX."

S.S. "ENERGIA".....about 5th May.  
S.S. "MACIFF"....." 25th May.  
S.S. "ARFID"....." 15th June.  
S.S. "PANTAN"....." 15th June.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 30th March, 1898.

SAILING VESSELS.

FOR SAN FRANCISCO.  
THE British Bark.

"WEST YORK."

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 7th March, 1898.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE"

Lever, Master, Shortly expected here, will load for the above port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 19th March, 1898.

## Mails.

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG.  
PORTS IN THE LEVANTINE,  
BLACK SEA AND BALTIC PORTS:

ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prima Helarich ..... Wednesday | 27th April.

Prussien ..... Wednesday | 25th May.

Sachsen ..... Wednesday | 22nd June.

Bayer ..... Wednesday | 20th July.

Prima Helarich ..... Wednesday | 17th Aug.

Darmstadt ..... Wednesday | 14th Sept.

Prussien ..... Wednesday | 11th Oct.

Sachsen ..... Wednesday | 9th Nov.

Bayer ..... Wednesday | 7th Dec.

Prima Helarich ..... Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 27th day of April, 1898, at 4 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Coppers, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 25th April. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 26th April, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 26th April. Contents of Packages are required. No Parcel Receipts will be signed for less than 32.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 30th March, 1898.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"VERONA,"

Captain C. H. S. Tappin, R.N.R. carrying Her Majesty's Mails, will be despatched from this Port on SATURDAY, the 20th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 18th April, 1898.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria | 3.167 | J. Truebridge ..... May 10.

Olympia | 2.603 | T. H. Dobson ..... May 21.

Arizona | 3.164 | J. Pantan, R.N.R. | June 14.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll ..... 2.907 | W. Ward ..... April 26.

Bramar ..... 3.501 | E. Porter ..... June 4.

Mogul ..... 3.654 | W. H. Wight ..... June 18.

Columbia ..... 2.605 | A. Gow ..... July 9.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

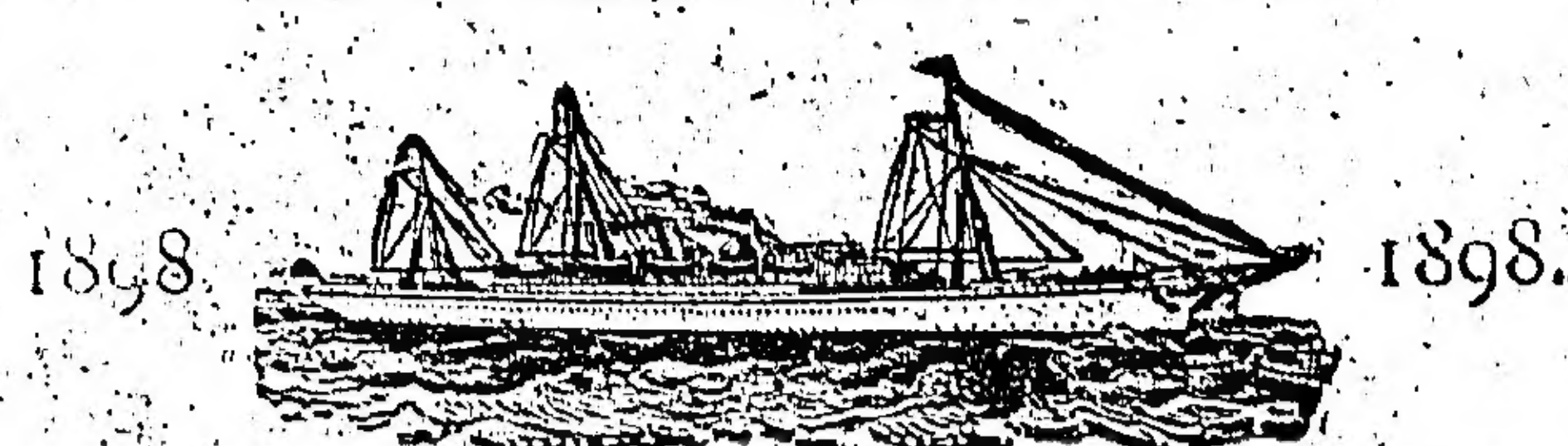
DODWELL, CARLILL &amp; Co.,

General Agents.

Hongkong, 7th April, 1898.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
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EMPEROR OF INDIA.....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 27th April, 1898.

EMPEROR OF JAPAN.....Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 18th May, 1898.

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For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
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Hongkong, 7th April, 1898.

OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

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